

14 MAR 86

TO: (Name, office symbol, room number, building, Agency/Post)	Initials	Date
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Action	File	Note and Return
Approval	For Clearance	Per Conversation
As Requested	For Correction	Prepare Reply
Circulate	For Your Information	See Me
Comment	Investigate	Signature
Coordination	Justify	

REMARKS

Here is the recently updated N.B. Construction Summary prepared for the ADDA. The D/C is using the same script and slides of the N.B. Project at the Log Officers Conference, 17-19 Mar 86(?).

STAT

DO NOT use this form as a RECORD of approvals, concurrences, disposals, clearances, and similar actions

FROM: (Name, office symbol, Agency/Post)	Room No.—Bldg.
STAT <div></div>	1745 HQS
STAT <div></div>	PI <div></div>

OPTIONAL FORM 41 (Rev. 7-76)
Prescribed by GSA

of material
fencing shots
123 entrance
SW Phyg est
STAT

to take the car

already views made in Feb
- car
- powerhouse
- Andy + Scott know
where proof shots are

(give home #)
7 (35 mm
proof sheets & 8x10s)

10 MAR 1986

last architectural
renderings of cafeteria

SUMMARY OF NEW BUILDING PROJECT

STAT

In the spring of 1981, a planning group was formed to make recommendations on how best to achieve the consolidation of Agency personnel on the Headquarters Compound in order to recognize significant cost reductions and operational benefits. In the fall of 1981, a building site on the Compound was selected and the Master Development Plan was approved by the National Capital Planning Commission. In August 1982, the architectural-engineering firm of Smith, Hinchman, and Grylls Associates, Inc. (SH&G) of Detroit was selected to design a new building, and by March 1983, the final building design was selected.

Congressional funding was made available in FY-1984. In March 1984, funding for Bid Package #1 of \$16,500,000 was allocated for site preparation, a retaining wall, the New Building foundation, and a 2500-car parking deck. In July 1984, funding for Bid Package #3 of \$16,800,000 was allocated for a major upgrade of the Powerhouse. Bid Package #2, for construction of the new Headquarters building itself, was funded in the amount of \$110,000,000.

Regarding the New Building, as of the end of February 1986, 100% of the structural steel is in place and nearly 50% of the concrete floor slabs have been poured. Work is progressing on the installation of major utility systems and placement of the exterior glass shell is scheduled to begin in May 1986.

The Small Business Administration (SBA) requested, and received, a part of the activity on the construction site. Bid Package #4 covers the construction of two Security Access and Visitor Control Centers, one at the Route 123 entrance and the other at the George Washington Memorial Parkway

(GWMP) gate. In addition to significant design changes to the main entrance, the contract will also include site lighting, landscaping, curbing, and repaving of road and parking areas. This contract was signed in October 1985 with Robert Clay, Inc. and GSA was given \$7,000,000 to fund the effort. Due to some administrative delays, the contractor did not move on-site until January 1986. Pre-construction efforts have been proceeding, and actual construction activity is expected to start as soon as weather permits.

Bid Package #5 was originally designated to be a SBA 8-A set-aside to provide for the procurement and installation of 850,000-square feet of carpeting for the New Building. However, current plans are for the Government to procure the carpet and have the Bid Package #2 contractor install it.

A summary of each of the Bid Packages follows:

Bid Package 1

Total Funding of \$16,500,000 for site preparation, foundation, retaining wall, and 2500-car, 3-level parking deck.

Bid Package 2

Total funding of \$110,000,000 for construction of the New Building with 1.1 million gross square feet and 850,000 net square feet of useable space. Four-story center section for equipment, heavy files and computer centers. Two seven-story towers with DDI in the North and DDA in the South tower. The Building features raised flooring throughout, [redacted]

[redacted] and state-of-the-art energy management system.

Bid Package 3

Total funding of \$16,800,000 for the upgrade of the Powerhouse to serve both the old and new Headquarters buildings. Redundant chilled water, steam, and domestic water lines on the South side. Reworked boilers to convert from #6 bunker oil to #2 fuel and eventually natural gas. Six new chillers, cooling towers, and seven gas-turbine generators.

Bid Package 4

Total funding of \$7,000,000 for the construction of two Security Access and Visitor Control Centers; one at Route 123 main gate, other at George Washington Memorial Parkway gate. Also site lighting, landscaping, curbing replacement, and repaving of road and parking areas.

Bid Package 5

\$2,000,000 Budgeted

Government procurement and installation of over 850,000 square feet of carpeting.

Bid Package #1 is complete. The Powerhouse is essentially 75% complete, with final completion expected in late 1986. The first steel for the superstructure was placed in early June 1985 and the "topping out" ceremony celebrating the placement of the last major piece of structural steel was held on 13 January 1986. August 1987 is still the scheduled completion date for the project, with occupancy to begin shortly thereafter. Full occupancy is expected to take up to 18 months to accomplish.

The New Building project brought about other necessary changes and improvements to the Headquarters Compound. Various studies of area traffic situations identified the need for significant improvements to Route 123 and to the Route 123/193 interchange, as well as lesser improvements to the GWMP. The ~~GWMP~~ project is the construction of a 1000-foot-long acceleration lane from the Parkway exit ramp to allow a safer and smoother merge of Agency traffic with the northbound Parkway traffic. This project is about ~~70% complete~~, but has been delayed due to winter weather conditions. ~~Final paving~~ of the roadway surface should be totally completed by the ~~30 April~~ due date.

The Route 123/193 improvements have taken on a high profile, as might be expected, due to the involvement of locally elected Federal, State, and County officials, the Virginia Department of Highways and Transportation (VDH&T), and local citizen groups. Recent actions have been focusing on an acceptable final design so that VDH&T may let a contract to begin construction in the fall 1986. Three million dollars has been budgeted for this project.

I have several slides with me that show the construction activity taking place at this time.